

## 2012 HPMS Annual Growth Factors Report

The NCDOT reports highway inventory and performance data annually to FHWA to meet the requirements of the Highway Performance Monitoring System (HPMS). A component of this is Annual Average Daily Traffic (AADT) on the full extent of the system reported. The HPMS requires that AADT be based on counts collected during the reporting year or growth factored from previous year counts. This report provides the growth factors used to meet these requirements. The growth factors are one year factors used to estimate reporting year AADT from previous year AADT.

## **Growth Factoring Process**

Factors are generated for Rural and Urban area designations and Primary and Secondary route designations. Rural areas are defined by county and urban areas are generally defined by their planning boundaries. Primary routes include all US and NC route designations. Secondary include SR and locally maintained routes. Interstates are counted annually and AADT are generated using a ramp balancing process. No growth factor data is generated for the interstates.

Rural primary routes are counted annually and factors are generated using reporting year and previous year AADT data. Rural secondary routes are counted on alternating years and a one year factor is calculated using AADT from the reporting year and count based AADT collected two years previously. Urban areas are counted on alternating years also and those counted in the reporting year have growth factors calculated for both primary and secondary designations in the same manner as rural secondary. Urban areas that are not counted in the reporting year require use of data from the two previous cycles. A one year factor is calculated from data collected the previous year and three years previously. It is assumed the growth in these off cycle urban areas will be similar to the trend identified using the previous data.

An initial average factor is calculated for each area and route combination. Any station having a growth factor exceeding +/- 2 standard deviations from the initial factor for its area is excluded. The final average factor is calculated without the excluded stations. This is done to eliminate outliers caused by non-growth related changes in travel.

The factors are applied in the same manner as calculated. A growth factor is selected based on the area and route designations for a station. The factor is applied to the count based factored AADT for the previous year, not the rounded value used for reporting. If a station requires more than one year of growth factoring, then the factors for each reporting year are used. The growth factored AADT is rounded using the AASHTO rounding technique for AADT data for reporting purposes.

Local area growth factors provide a more reliable estimate of AADT than the more generalized statewide growth factors used by many States. However, actual growth at individual stations may vary considerably from the estimated growth due to localized conditions. The growth estimates represented in the factors in this report are intended to be used for one year growth adjustments. It is recommend they not be used for long term projections or other purposes not consistent with this growth factoring process.

Traffic Survey Group					Transp	ortatior	n Plann	ing Branch
	2011 to	2012 F	IPMS	Growth Fa	ctors			
	Primary Routes			Secondary Routes				
Area	Factor	Sta.	Excl.	Avg AADT	Factor	Sta.	Excl.	Avg AADT
0 Alamance	1.0124	34	2	3800	0.9530	80	4	1100
1 Alexander	0.9681	26	1	6300	0.9416	110	4	1100
2 Alleghany	0.9668	42	3	2400	0.9494	49	4	420
3 Anson	0.9099	60	5	6600	0.9528	148	5	430
4 Ashe	1.0279	60	7	5300	0.9702	55	2	670
5 Avery	0.9016	54	1	4500	0.9566	31	2	640
6 Beaufort	1.0360	75	4	6600	0.9811	104	6	960
7 Bertie	1.0087	67	3	4100	0.9918	62	4	590
8 Bladen	0.9770	120	8	4100	0.9864	93	4	580
9 Brunswick	1.0963	86	3	12000	1.0017	61	3	1600
10 Buncombe	0.9895	23	1	9100	0.9749	76	4	1900
11 Burke	0.9974	102	4	8200	0.9400	71	3	2200
12 Cabarrus	See Concord-Kannapolis Urban (111)							
13 Caldwell	1.0170	72	2	9800	0.9596	52	3	2500
14 Camden	1.1205	24	0	6300	1.0048	28	2	820
15 Carteret	1.0562	53	2	14000	0.9860	52	3	1900
16 Caswell	0.9918	60	3	3700	0.9753	59	6	760
17 Catawba	See Hickory Urban (114)							
18 Chatham	1.0651	70	3	9100	1.0405	122	10	1200
19 Cherokee	1.0920	42	1	7300	0.9340	73	5	770
20 Chowan	1.0388	32	0	4900	0.9736	41	2	690
21 Clay	1.0076	27	1	4600	1.0081	40	2	730
22 Cleveland	1.0412	135	8	9600	1.0364	201	13	1500
23 Columbus	0.9586	126	8	6100	0.9918	154	6	810
24 Craven	1.0045	53	3	14000	0.9899	91	3	2000
25 Cumberland	See Fayett	teville U	rban (10	4)				
26 Currituck	0.9110	33	1	9600	1.0038	30	2	960
27 Dare	0.9574	37	2	7800	0.9776	26	1	750
28 Davidson	0.9906	93	9	7700	0.9985	211	9	2300
29 Davie	0.9761	66	3	6700	0.9919	96	5	960
30 Duplin	1.0080	123	2	4900	0.9978	151	10	840
31 Durham	See Durham-Chapel Hill Urban (103)							

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	2011 to	2012 F	HPMS	Growth Fa	ctors					
		Primary Routes				<b>Secondary Routes</b>				
Area	Factor	Sta.	Excl.	Avg AADT	Factor	Sta.	Excl.	Avg AADT		
32 Edgecombe	0.9895	111	2	4600	0.9864	48	4	640		
33 Forsyth	See Winste	See Winston-Salem Urban (110)								
34 Franklin	1.0023	84	4	7100	1.0505	103	3	1100		
35 Gaston	See Gasto	See Gastonia Urban (105)								
36 Gates	0.9921	54	2	2700	0.9983	39	2	410		
37 Graham	1.0203	39	3	3000	0.9438	26	2	330		
38 Granville	0.9962	65	4	6300	1.0384	88	4	1400		
39 Greene	1.0078	60	4	5000	0.9725	76	2	540		
40 Guilford	See Green	See Greensboro Urban (106)								
41 Halifax	0.9705	124	9	3900	1.0061	101	4	890		
42 Harnett	1.1081	105	3	8900	1.0363	139	6	2000		
43 Haywood	1.0761	23	2	5800	1.0523	17	2	910		
44 Henderson	0.9283	26	1	4900	0.9449	39	1	1200		
45 Hertford	1.0523	73	2	4200	1.0287	55	2	1100		
46 Hoke	0.9562	33	1	8800	1.0473	67	5	2000		
47 Hyde	0.8934	28	2	1100	0.9089	33	1	270		
48 Iredell	1.0216	104	6	10000	1.0086	272	2	2200		
49 Jackson	0.9415	58	1	11000	0.9651	66	3	1300		
50 Johnston	1.0654	152	3	8700	1.0319	169	5	2100		
51 Jones	0.9511	33	2	5200	1.0083	34	2	510		
52 Lee	1.0505	52	1	14000	1.0320	121	8	2100		
53 Lenoir	0.9687	96	4	9700	1.0245	124	10	1400		
54 Lincoln	1.0796	95	7	10000	1.0388	108	9	2100		
55 Macon	0.9939	54	4	9200	0.9547	94	5	890		
56 Madison	0.9632	49	4	3000	0.9613	41	3	440		
57 Martin	0.9782	89	4	4300	0.9753	79	3	770		
58 McDowell	0.9356	65	3	7100	0.9842	70	6	1700		
59 Mecklenburg	See Charlo	See Charlotte Urban (102)								
60 Mitchell	0.9769	29	2	4900	0.9862	31	2	1100		
61 Montgomery	1.0852	61	4	4200	0.9353	119	8	530		
62 Moore	1.0346	113	6	9700	1.0589	178	11	1500		
63 Nash	0.9304	59	3	4400	0.9621	77	3	470		
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Traffic Survey Group	)	Transportation Planning Branch							
	2011 to	2012 F	IPMS	Growth Fa	ctors				
		<u>Primar</u>	y Routes	<u>s</u>	Secondary Routes				
Area	Factor	Sta.	Excl.	Avg AADT	Factor	Sta.	Excl.	Avg AADT	
64 New Hanover	See Wilmi	ngton Ur	ban (109	9)					
65 Northampton	1.0514	83	5	3300	1.0042	57	4	440	
66 Onslow	1.0805	46	4	11000	1.0305	77	1	2400	
67 Orange	1.0341	40	1	7200	1.0041	80	5	1700	
68 Pamlico	1.0337	28	1	4000	0.9817	38	0	580	
69 Pasquotank	1.0404	33	3	12000	1.0269	49	4	1400	
70 Pender	1.0010	93	5	6600	1.0023	79	4	720	
71 Perquimans	1.1086	23	1	7200	1.0285	46	2	790	
72 Person	0.9809	52	4	8100	1.0059	104	5	1100	
73 Pitt	1.0668	104	2	6000	0.9830	155	1	990	
74 Polk	0.9458	38	1	4600	0.9791	82	2	610	
75 Randolph	1.0626	89	2	8900	1.0399	236	16	1200	
76 Richmond	0.9568	56	1	7300	0.9373	131	6	1200	
77 Robeson	0.9649	171	9	5500	0.9768	153	8	1200	
78 Rockingham	0.9739	141	7	8400	0.9896	198	13	1600	
79 Rowan	1.0633	50	4	13000	1.0549	98	6	3200	
80 Rutherford	1.0180	93	3	7300	0.9919	168	5	1500	
81 Sampson	1.0048	127	7	5500	1.0193	179	9	840	
82 Scotland	0.9597	73	3	6400	1.0079	94	5	1000	
83 Stanly	1.1258	84	1	8000	0.9940	155	10	1100	
84 Stokes	0.9945	75	5	3800	0.9549	117	7	1300	
85 Surry	1.1079	105	3	8200	0.9973	127	4	1600	
86 Swain	1.0165	30	3	6900	0.9924	31	1	1500	
87 Transylvania	0.9507	47	2	7900	0.9837	51	4	1300	
88 Tyrrell	1.1821	17	2	3400	1.0327	21	1	550	
89 Union	0.9402	112	6	14000	0.9750	235	1	2900	
90 Vance	0.9798	47	3	8000	1.0472	86	7	2500	
91 Wake	See Raleig	gh Urban	(108)						
92 Warren	1.0197	47	2	3100	0.9592	83	3	680	
93 Washington	1.0110	45	1	4800	0.9803	39	3	790	
94 Watauga	0.9797	55	4	11000	0.9267	48	3	2000	
95 Wayne	1.0936	59	3	4900	1.0303	96	8	710	

## Traffic Survey Group **Transportation Planning Branch** 2011 to 2012 HPMS Growth Factors **Primary Routes Secondary Routes** Avg AADT **Factor** Excl. **Factor** Excl. Avg AADT Area Sta. Sta. 96 Wilkes 1.0771 1.0376 97 Wilson 0.9847 1.0303 98 Yadkin 0.9764 0.9656 99 Yancey 0.9725 0.9768 100 Asheville 0.9973 1.0124 101 Burlington 1.0039 0.9988 102 Charlotte 1.0082 1.0076 103 Durham-Chapel Hill 1.0025 0.9940 104 Fayetteville 0.9789 0.9878 105 Gastonia 0.9908 0.9747 106 Greensboro 1.0126 0.9891 107 High Point 0.9667 0.9748 108 Raleigh 0.9940 1.0028 109 Wilmington 1.0064 0.9849 110 Winston-Salem 1.0069 0.9901 111 Concord-Kannapolis 0.9984 0.9748 112 Jacksonville 0.9744 1.0007 113 Goldsboro 0.9792 0.9820 114 Hickory 0.9990 0.9827 115 Greenville 0.9947 0.9959 116 Rocky Mount 0.9864 0.9844